

**2022-2024
Bus Éireann Direct Award Contract
Route By Route Punctuality Report**



Punctuality Overview

Punctuality is a KPI (Key Performance Indicator) of the performance of Bus Éireann, as part of the terms of their Direct Award PSO contract with the NTA.

For the purpose of measuring punctuality, Bus Éireann routes are divided into two groups – Low Frequency Routes and High Frequency Routes. Further details for each group are provided below.

The following pages detail the Punctuality and Regularity Performance achieved by Bus Éireann for each relevant period.

Low Frequency Routes are defined as services which operates less than 5 times per hour on a weekday, outside the peak periods.

Low Frequency Punctuality:

The Punctuality of Low Frequency Routes is calculated as follows:

$$\text{Punctuality (\%)} = \frac{\text{Number of Actual Departures on Time}}{\text{Number of Actual Departures}} \times 100$$

Bus Éireann must achieve the Punctuality Standards set out in the table below for Low Frequency Routes:

Period	2022/23 Punctuality Standard	2022/23 Punctuality Standard
P1, P2, P3, P4, P5 (Late Winter / Spring)	Route By Route Minimum Performance Standards.	Route By Route Minimum Performance Standards.
P6, P7, P8, P9 (Summer)		
P10, P11, P12, P13 (Autumn / Early Winter)		

For each full 1% of departures for a Region/Route below the Punctuality Standard in a Reporting Period, a Punctuality Deduction equivalent to 0.2% of the Maximum Period Payment for that Region/Route as outlined in Schedule 20 shall be made by the Authority.

Notes:

- The *Number of Actual Departures* is the total number of bus departures from individual bus stops, along all routes combined for all services during the relevant period.
- The *Number of Actual Departures on Time* is the total number of “on time” bus departures from individual bus stops, along all routes combined for all services during the relevant period - where “**on time**” is defined as a bus which departs from a bus stop not more than one minute early or not more than five minutes and fifty nine seconds late when compared to the scheduled departure time.
- There are also a number of commercial bus services operated by Bus Éireann. These routes are not part of the PSO contract with the NTA and are therefore not included in any KPI calculations.
- The data has not been adjusted for first and last stop time recording issues.** These can arise, for example, when a bus is recorded leaving the first stop early because other vehicles parked at first stop mean the bus needs to pull up after the first stop to allow passengers on board, or where bus is not recorded arriving on time at final stop because stop is occupied by another bus waiting to enter service. It is estimated that 5% of all recorded stopping times for journeys on the Bus Éireann PSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower recorded punctuality than may actually be the case.
- Period 1 (2020) is the first Period where region specific minimum performance punctuality standards applied. A full region breakdown by MPS category is outlined on the following page. Route by Route minimum performance standards applied from P4 2021. A full breakdown of route by route low frequency punctuality standards is outlined on Page 3.**
- Covid-19 Note:** Applicable from 16th March 2020, the Punctuality Standard for on time services according to the approved schedule (-1 minute to +5:59 minutes of schedule) was reduced by 10% compared to the contractual standards (e.g. an original standard of 65% would reduce to 55%). The Punctuality Performance Payment and the Punctuality Incentive Payment were reduced to one half of amounts stated in the operating contract. The Covid-19 MPS reduction as outlined above ended in Period 6 2020.
- As with many industries, public transport operators are experiencing significant challenges in recruiting qualified staff following the economic and social constraints connected to the COVID-19 pandemic. The public transport industry has been particularly hard-hit as operators attempt to return to pre-pandemic levels of activity as well as delivering intended service improvements such as the BusConnects Network Redesign and Connecting Ireland programmes. These issues are further exacerbated when existing staff must also be absent at short notice while following HSE guidelines after contracting COVID-19 or developing other illnesses. These challenges have an impact on Lost Kilometre Rates on all routes and also on Excess Waiting Times on high frequency routes. The Authority and the operators have been working to try to ensure that such cancellations are minimised,

High Frequency Routes are defined as services which operate at a frequency of at least 5 buses per hour on a weekday, outside the peak periods. These routes are as follows:

- 202 ▪ 206 ▪ 304
- 205 ▪ 409 ▪ 309

High Frequency Regularity:

High Frequency Routes differ from Low Frequency Routes, as passengers on High Frequency Routes are less likely to base their journey on the bus schedule and are instead more likely to just turn up at the bus stop and wait for the next bus to arrive. These passengers are generally more concerned with the average amount of time they must wait at the stop for the next bus to arrive, as opposed to whether the bus is running to schedule.

On this basis, the NTA has introduced a means of measuring regularity of High Frequency Routes called Excess Wait Time (EWT). This metric provides a measure of the average time a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the EWT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are calculated to the timetabled gap (headway) between services. Up until P9 2018, the punctuality methodology for low frequency routes was also applied to high frequency routes.

Bus Éireann EWT KPI deductions became live in Q3 2019.

Period 1 (2020) is the first Period where route by route specific minimum performance EWT standards apply. A full region breakdown by MPS category as outlined below.

For each 0.1 minute that EWT is greater than the EWT Standard for a Route, an EWT Deduction of 0.2% of the Maximum Period Payment for that Route as outlined in Schedule 20 shall apply.

High Frequency Regularity:

The Regularity of High Frequency Routes is calculated as follows:

$$\text{EWT (min)} = \text{Average Actual Waiting Time (min)} - \text{Average Planned Waiting Time}$$

Bus Éireann must achieve the Regularity Standards set out in the table below for High Frequency Routes.

2021 - P3 2022 Route By Route EWT KPI		
Category	Route	MPS
A	304	2.3
B	208	2.0
C	409	1.7
	202	
	205	
D	206	1.4

P3 2022 onwards Route By Route EWT KPI		
Category	Route	MPS
A	304	1.9
B	208	1.6
C	409	1.3
	202	
	205	
D	206	1.1

- *Covid-19 Note:** Applicable From 16/03/20 a 50% adjustment will apply to EWT Standards in cases where more than 5% of scheduled kms are lost due to staff absence directly linked to Covid-19 in any Reporting Period.

Period 4 2021 to Period 3 2022
Bus Éireann Direct Award Contract
Route by Route Minimum Performance Standard (MPS) Breakdown



Low Frequency Routes are defined as services which operates less than 5 times per hour on a weekday, outside the peak periods.

Category A Routes - Minimum Performance Standard = 61%
133, 343, 109X, 226, 109, 236, 245, 252, 101, 111, 115, 370, 343X, 101X, 109B, NX, 260, 350, 419, 70, 314, 111X, 323, 65, 100, 233, 237, 456, 458, 115C, 320, 425, 133X, 132, 239, 240, 241, 261, 280, 220, 215, 220X, 207, 360, 360A, 304A, 216, 223, 402, 301, 201, 209, S2, 223X, 226A, 225, 219, S1.

Category B Routes - Minimum Performance Standard = 65%
103, 105., 109A, 72, 73, 424, 440, 166, 103X, 434, 105X, 469, 454, 371, 323X., 425A, 235, 460, 161, 182, 190, 480, 492, 475, 162, 321, 346, 465, 382, 348, 135, 168, 175, 333, 336, 345, 372, 373, 374, 375, 379, 385, 189, 380, 401, 405, 304X, A2, 303, D2, 203, 173, A1, 174, 226X

Category C Routes - Minimum Performance Standard = 69%
355, 272, 329, 429, 248, 462, 362, 284, 461, 476, 479, 136, 243, 275, 111A, 421, 167, 187, 446, 332, 341, 313, 471, 442, 468, 464, 457, 366, 447, 443, 334, 134., 279A, 422, 490, 271, 257, 451, 175A., 470, 273, 489, 495, 349, 322, 324, 448, 486, 487, 160, 279, 182A, 107, 420, 270, 466, 328, 347, 450, 491, 417, 463, 365, 381, 483, 282, 494, 108, 445, 275A, 274, 383, 444, 377, 455, 258, 378, 163, 474, 259, 467, 278, 380, 404, 214, 221, 302, D1, 133B, 133L, 423, N2, D4, D5.

Category D Routes - Minimum Performance Standard = 73%
207A, 305, 306, 215A, 407, 213, 209A, 174B, 110C, 110A, 110B, B1, 174A, N1, 225L, 202A, 212, 305A.

Period 4 2022 onwards
Bus Éireann Direct Award Contract
Route by Route Minimum Performance Standard (MPS) Breakdown



Low Frequency Routes are defined as services which operates less than 5 times per hour on a weekday, outside the peak periods.

Category A Routes - Minimum Performance Standard = 64% (67% from P1 2023)
133, 343, 109X, 226, 109, 236, 245, 252, 101, 111, 115, 370, 343X, 101X, 109B, NX, 260, 350, 419, 70, 314, 111X, 323, 65, 100, 233, 237, 456, 458, 115C, 320, 425, 133X, 132, 239, 240, 241, 261, 280, 220, 215, 220X, 207, 360, 360A, 304A, 216, 223, 402, 301, 201, 209, S2, 223X, 226A, 225, 219, S1.

Category B Routes - Minimum Performance Standard = 67% (69% from P1 2023)
103, 105., 109A, 72, 73, 424, 440, 166, 103X, 434, 105X, 469, 454, 371, 323X., 425A, 235, 460, 161, 182, 190, 480, 492, 475, 162, 321, 346, 465, 382, 348, 135, 168, 175, 333, 336, 345, 372, 373, 374, 375, 379, 385, 189, 380, 401, 405, 304X, A2, 303, D2, 203, 173, A1, 174, 226X

Category C Routes - Minimum Performance Standard = 71% (73% from P1 2023)
355, 272, 329, 429, 248, 462, 362, 284, 461, 476, 479, 136, 243, 275, 111A, 421, 167, 187, 446, 332, 341, 313, 471, 442, 468, 464, 457, 366, 447, 443, 334, 134., 279A, 422, 490, 271, 257, 451, 175A., 470, 273, 489, 495, 349, 322, 324, 448, 486, 487, 160, 279, 182A, 107, 420, 270, 466, 328, 347, 450, 491, 417, 463, 365, 381, 483, 282, 494, 108, 445, 275A, 274, 383, 444, 377, 455, 258, 378, 163, 474, 259, 467, 278, 380, 404, 214, 221, 302, D1, 133B, 133L, 423, N2, D4, D5.

Category D Routes - Minimum Performance Standard = 75% (77% from P1 2023)
207A, 305, 306, 215A, 407, 213, 209A, 174B, 110C, 110A, 110B, B1, 174A, N1, 225L, 202A, 212, 305A.

2024 PERCENTAGE PUNCTUALITY BY ROUTE - BUS ÉIREANN (see note on interpretation of this data at bottom of table)

Region	Route	2024												
		P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)
Dublin Commuter Region Route by Route	103								52.2%	49.2%	51.0%	53.6%	53.0%	62.6%
	103X								58.3%	54.7%	65.4%	50.3%	57.9%	67.8%
	105								30.8%	36.5%	37.3%	45.5%	45.3%	50.9%
	105X								61.6%	62.3%	63.0%	58.7%	55.2%	62.7%
	107								75.5%	74.3%	82.4%	75.1%	75.3%	71.7%
	108								76.4%	72.8%	64.8%	65.5%	65.9%	61.0%
	109								60.7%	59.7%	62.4%	55.2%	55.2%	58.2%
	109A								61.8%	61.4%	64.3%	65.6%	63.6%	67.6%
	109B								44.9%	55.2%	60.4%	43.0%	49.4%	45.5%
	109X								61.8%	58.0%	61.0%	55.3%	53.0%	57.8%
	111								69.8%	67.8%	68.0%	63.4%	59.6%	63.9%
	111A								69.3%	58.0%	59.7%	62.6%	59.6%	64.5%
	111X								50.5%	50.4%	51.3%	35.9%	40.6%	37.5%
	115								65.0%	64.0%	69.2%	63.0%	64.1%	68.9%
	115C								72.5%	72.4%	69.8%	73.9%	73.2%	70.2%
	132								59.2%	57.4%	68.4%	63.4%	59.2%	64.0%
	NX								57.3%	58.3%	58.6%	55.3%	54.3%	65.7%
	Cork Urban Region Route by Route	201							47.7%	43.0%	50.3%	47.4%	41.8%	50.3%
		202A							72.0%	71.8%	74.7%	76.0%	74.8%	77.1%
		203							66.8%	59.4%	65.2%	63.3%	65.9%	70.6%
207								58.5%	53.7%	57.7%	57.5%	56.9%	61.0%	
207A								75.3%	75.3%	74.3%	72.7%	72.1%	68.1%	
209								48.9%	53.9%	67.5%	61.3%	67.3%	45.9%	
209A								62.0%	62.1%	69.8%	78.3%	70.4%	66.4%	
212								69.5%	70.5%	71.8%	73.5%	72.9%	78.3%	
213								80.9%	77.5%	81.8%	80.8%	82.1%	82.8%	
214								52.3%	49.8%	56.7%	48.8%	47.6%	57.6%	
215								58.1%	54.3%	58.1%	56.8%	55.8%	64.3%	
215A								79.2%	76.9%	75.1%	73.5%	74.2%	77.9%	
216								60.6%	63.5%	63.8%	62.2%	62.7%	66.4%	
219								50.8%	55.8%	54.1%	48.0%	47.5%	47.6%	
220								55.4%	49.9%	55.0%	51.7%	52.2%	59.2%	
220X								51.3%	46.2%	56.2%	48.0%	51.2%	60.4%	
223								63.3%	59.7%	64.2%	63.7%	65.4%	63.6%	
223X								81.4%	85.7%	83.7%	76.7%	85.6%	76.3%	
225								51.7%	51.4%	54.7%	53.8%	55.0%	58.5%	
225L								72.9%	73.9%	66.3%	68.3%	67.7%	76.6%	
226X							99.3%	87.6%	79.3%	71.5%	79.8%	69.0%		
Limerick Urban Region Route by Route	301							65.7%	64.4%	60.9%	63.1%	63.3%	65.6%	
	302							79.8%	77.2%	76.2%	77.2%	75.3%	74.1%	
	303							68.5%	67.6%	69.5%	67.2%	67.5%	67.7%	
	304A							56.2%	51.8%	50.2%	46.6%	47.0%	57.0%	
	304X							0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	305							72.4%	63.0%	61.6%	65.5%	62.0%	60.7%	
	305A							88.2%	85.1%	83.8%	85.5%	82.4%	82.9%	
	306							77.0%	75.9%	72.0%	61.0%	66.6%	69.7%	
	313							78.5%	76.0%	81.2%	76.6%	73.6%	64.7%	
	401							66.2%	58.5%	67.9%	70.8%	73.0%	75.9%	
Galway Urban Region Route by Route	402							79.4%	75.1%	78.1%	78.3%	76.8%	78.6%	
	404							72.0%	63.3%	69.3%	64.0%	60.9%	71.1%	
	405							70.0%	65.6%	70.0%	69.3%	64.3%	71.4%	
	407							73.6%	68.2%	72.4%	72.5%	74.0%	78.7%	
	A1							52.1%	57.3%	60.8%	55.7%	57.2%	60.1%	
Town Services Route by Route	A2							55.2%	60.5%	65.3%	59.5%	62.0%	65.9%	
	D1							71.1%	68.4%	71.7%	67.2%	69.9%	72.4%	
	D2							77.7%	75.4%	78.6%	74.5%	76.5%	78.6%	
	D4							73.6%	76.6%	72.8%	73.2%	73.2%	73.8%	
	D5							75.4%	71.5%	68.2%	70.0%	70.7%	70.0%	
	173							55.8%	46.0%	51.8%	48.7%	42.3%	50.1%	
	S1							59.2%	51.3%	44.1%	31.4%	58.3%	60.4%	
	S2							72.1%	70.5%	74.0%	72.2%	76.5%	67.7%	
	174							41.8%	38.5%	49.4%	47.8%	52.6%	52.2%	
	174A							54.9%	51.6%	51.4%	49.5%	46.5%	53.7%	
	174B							52.1%	52.3%	50.5%	50.7%	44.6%	48.8%	
	B1							59.6%	61.9%	60.5%	58.9%	59.9%	66.8%	
	N1							55.9%	54.3%	54.4%	55.5%	54.1%	65.6%	
	N2							52.4%	53.3%	52.9%	52.2%	50.3%	61.1%	
	360							78.0%	76.1%	76.9%	76.8%	75.8%	76.6%	
	360A							76.0%	72.2%	70.6%	75.5%	75.9%	73.3%	
	65							61.3%	54.3%	59.6%	63.3%	47.1%	41.3%	
	70							76.7%	73.6%	69.6%	74.3%	74.9%	75.6%	
	72							59.9%	57.1%	65.5%	57.8%	52.9%	54.3%	
	73							77.5%	66.7%	66.0%	72.0%	67.8%	60.5%	
	100							53.0%	48.5%	52.3%	48.7%	40.4%	46.1%	
	134							0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	135							0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	136							0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	160							74.5%	69.2%	69.8%	75.3%	64.8%	73.9%	
	161							60.1%	56.4%	60.6%	62.0%	57.7%	59.1%	
	162							93.6%	91.1%	85.4%	90.1%	82.5%	86.7%	
	163							No Data	No Data	No Data	No Data	No Data	No Data	
	168							63.9%	60.2%	64.4%	61.3%	57.1%	60.1%	
	166							No Data	No Data	No Data	No Data	No Data	No Data	
	167							69.4%	71.3%	69.6%	70.4%	65.4%	66.9%	
	170							73.3%	75.0%	75.8%	76.1%	78.7%	76.1%	
	175							69.7%	69.0%	77.7%	70.6%	63.3%	66.6%	
	175A							90.9%	91.2%	88.8%	84.2%	84.3%	87.7%	
	182							73.0%	73.1%	73.5%	66.9%	66.9%	68.8%	
182A							77.6%	73.0%	75.6%	74.8%	73.9%	75.2%		
187							73.7%	73.7%	75.0%	66.6%	71.4%	76.5%		
190							59.0%	55.8%	59.4%	56.7%	54.5%	56.8%		
226							50.0%	49.2%	54.3%	61.2%	56.4%	61.6%		
233							67.7%	58.1%	65.0%	56.5%	56.0%	60.6%		
235							78.5%	68.1%	66.8%	59.4%	47.4%	60.3%		
236							63.4%	67.6%	72.0%	66.9%	71.7%	66.8%		
237							62.3%	68.6%	69.8%	66.7%	66.2%	65.5%		
239							74.9%	71.6%	75.2%	65.7%	66.7%	61.5%		
240							56.0%	62.1%	54.6%	60.0%	54.2%	52.5%		
241							59.8%	54.9%	61.5%	58.3%	51.8%	57.4%		
243							79.2%	79.4%	78.6%	76.3%	78.1%	72.0%		
245							52.1%	52.1%	60.3%	60.5%	55.0%	59.9%		
245X							67.0%	60.8%	70.4%	69.5%	65.4%	65.6%		
248							67.0%	67.4%	72.6%	71.1%	67.9%	69.6%		
252							No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)		
257							73.1%	71.4%	74.2%	70.5%	75.0%	74.0%		
258							73.7%	71.9%	73.4%	50.6%	69.3%	22.8%		
259							79.2%	54.0%	84.2%	65.6%	70.7%	86.7%		
260							59.1%	57.5%	63.3%	71.9%	67.1%	71.9%		
261							55.6%	53.3%	59.6%	62.1%	58.4%	62.9%		
270							62.0%	62.2%	66.1%	69.4%	68.0%	64.5%		
271							78.4%	75.2%	82.8%	79.8%	80.6%	77.5%		
272							74.4%	79.9%	79.2%	79.8%	82.0%	73.3%		
273							59.3%	71.7%	51.7%	68.5%	58.7%	66.0%		
274							No Data	No Data	No Data	No Data	No Data	No Data		
275							69.5%	73.2%	79.4%	79.0%	80.8%	75.5%		
276							No Data	No Data	No Data	No Data	No Data	#N/A		
278							77.5%	85.0%	78.1%	83.3%	88.9%	90.0%		
279							69.6%	71.1%	73.1%	73.7%	74.3%	69.5%		
279A							70.5%	71.8%	71.0%	65.5%	76.3%	56.2%		
280							No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)		
282							No Data	No Data	No Data	No Data	No Data	No Data		
284							68.8%	76.1%	74.2%	80.3%	72.8%	71.9%		
314							65.1%	65.9%	67.1%	67.9%	63.1%	67.8%		
320							66.4%	64.7%	64.0%	65.0%	63.0%	63.7%		
321							34.8%	26.6%	48.0%	34.7%	29.6%	26.8%		
322							0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
323							60.6%	54.7%	53.3%	51.1%	44.3%	48.1%		
323X							75.4%	73.6%	67.7%	46.3%	48.7%	62.3%		
324							0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
328							70.8%	69.0%	73.5%	68.5%	73.9%	75.2%		
329							74.6%	79.3%	76.5%	73.6%	75.2%	74.3%		
332							74.4%	73						

Route	2019	2020	2021	2022	2023	2024
345	55.0%	57.7%	61.6%	46.3%	54.9%	52.2%
346	47.2%	67.1%	71.5%	48.9%	38.3%	42.7%
347	72.9%	79.2%	72.5%	72.0%	66.0%	74.0%
348	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
349	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
350	41.8%	41.7%	49.6%	54.9%	56.0%	52.7%
354	71.7%	71.7%	72.5%	68.9%	66.9%	68.1%
355	65.8%	63.5%	66.5%	65.1%	59.2%	61.4%
362	76.2%	69.9%	70.0%	80.8%	77.4%	83.9%
365	79.5%	65.6%	75.8%	77.0%	68.0%	89.9%
366	93.3%	95.0%	80.0%	85.7%	85.0%	70.0%
370	59.3%	61.6%	57.4%	55.7%	53.6%	51.0%
371	13.6%	25.0%	33.3%	23.1%	14.6%	33.3%
372	57.1%	68.8%	54.5%	51.9%	57.6%	62.2%
373	72.9%	32.0%	45.8%	55.3%	51.2%	25.0%
374	36.4%	22.2%	8.3%	27.5%	59.7%	36.5%
375	26.8%	19.6%	35.2%	20.4%	17.9%	26.8%
377	36.8%	56.3%	40.0%	52.5%	43.5%	44.9%
378	40.0%	100.0%	67.7%	70.2%	79.6%	62.2%
379	61.3%	66.4%	61.3%	64.9%	64.2%	62.9%
380	66.7%	71.4%	54.4%	62.7%	64.6%	62.7%
381	74.6%	82.3%	66.9%	81.9%	91.8%	60.0%
382	64.4%	82.5%	63.6%	72.1%	69.4%	60.7%
383	58.2%	73.7%	46.4%	51.0%	64.2%	61.4%
385	73.4%	68.5%	76.4%	69.7%	73.9%	66.0%
417	76.5%	79.6%	77.3%	74.7%	68.6%	66.1%
419	68.1%	60.6%	65.6%	64.6%	61.9%	67.2%
420	82.3%	74.5%	74.0%	73.9%	69.8%	75.9%
421	81.2%	75.6%	77.0%	75.4%	73.8%	77.6%
422	77.3%	76.8%	72.9%	78.8%	72.9%	77.3%
423	60.0%	60.5%	62.3%	66.1%	66.8%	61.2%
424	62.5%	60.9%	64.3%	65.2%	67.7%	63.5%
425	70.4%	70.5%	69.1%	74.5%	69.1%	67.1%
425A	66.6%	66.0%	64.3%	57.0%	63.4%	68.2%
429	44.8%	63.2%	54.5%	64.5%	68.4%	60.3%
434	68.5%	71.1%	71.7%	72.2%	68.8%	66.7%
440	55.3%	51.5%	58.4%	57.4%	59.0%	53.1%
442	38.5%	52.2%	37.6%	74.0%	63.0%	51.0%
443	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
444	69.4%	75.5%	84.4%	83.7%	73.7%	67.8%
445	66.2%	59.1%	66.0%	69.9%	69.4%	66.7%
446	75.5%	78.8%	75.8%	78.6%	49.7%	64.1%
447	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
448	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
450	55.5%	60.0%	62.4%	66.5%	69.3%	64.6%
451	74.1%	64.3%	69.3%	66.3%	71.5%	74.3%
454	69.2%	61.8%	79.2%	91.0%	75.0%	64.6%
455	68.6%	70.3%	67.9%	73.3%	60.3%	84.3%
456	62.1%	61.0%	62.5%	61.8%	60.0%	61.8%
457	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
458	42.5%	47.8%	50.0%	49.9%	47.7%	45.0%
460	No Data	No Data	No Data	No Data	No Data	No Data
461	94.1%	94.4%	92.9%	77.9%	78.5%	70.3%
462	62.3%	59.8%	59.7%	63.8%	58.7%	53.0%
463	58.4%	50.0%	67.1%	71.0%	63.4%	51.1%
464	72.6%	67.3%	60.5%	43.4%	70.5%	62.5%
465	60.8%	69.7%	88.2%	76.7%	73.3%	75.0%
466	71.0%	64.8%	66.0%	47.2%	39.8%	49.4%
467	84.8%	87.1%	85.7%	84.6%	75.8%	77.5%
468	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
469	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
470	59.6%	55.6%	43.7%	50.5%	60.2%	66.7%
471	62.1%	56.5%	70.0%	70.1%	60.0%	67.2%
474	No Data	No Data	No Data	No Data	No Data	No Data
475	No Data	No Data	No Data	No Data	No Data	0.0%
476	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
479	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
480	57.7%	51.7%	47.7%	58.6%	57.2%	59.0%
483	77.5%	68.9%	82.3%	66.0%	57.8%	67.7%
487	60.9%	68.5%	65.7%	70.2%	67.8%	65.2%
489	76.5%	86.4%	67.9%	82.8%	55.6%	58.3%
490	64.2%	66.7%	68.2%	68.0%	70.4%	58.0%
491	55.4%	59.0%	55.7%	54.0%	51.6%	54.2%
492	64.2%	67.0%	65.4%	63.2%	60.4%	62.4%
494	66.3%	68.8%	69.8%	69.3%	61.9%	71.0%
495	57.1%	47.0%	47.9%	0.0%	67.6%	44.3%

Note this data is raw - it measures percentage punctuality each four week period (P1 to P13) in each year measuring scheduled departure time for each stop against actual departure time as recorded by Automatic Vehicle Location equipment on board each bus, except the final stop where the arrival time is measured.

Punctuality is measured as % of times buses are at stop within -1 minutes and +5 minutes 59 seconds of scheduled time, observed at all stops along a route over each four week period.

The data measures punctuality only where both an actual observed time and a corresponding scheduled time is available for comparison purposes.

The data has not been adjusted for first and last stop time recording issues which can arise for example when a bus is recorded leaving first stop early because vehicles parked at first stop mean the bus needed to pull up after the first stop to allow passengers on board, or where bus is not recorded arriving on time at final stop because stop is occupied by another bus waiting to enter service. It is estimated that 5% of all recorded stopping times for journeys on the Bus Éireann PSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower punctuality than may actually be the case.

*Routes now operated by Bus Éireann (Waterford City) are denoted by *BÉW* in the table.

Stage Carriage Route by Route	332	68.1%	59.6%	61.9%	59.1%	62.5%	63.5%	56.5%	55.8%	57.5%	58.6%	58.5%	59.6%	58.5%
	333	57.2%	61.5%	64.2%	63.3%	61.9%	54.4%	53.6%	60.3%	61.7%	60.1%	64.2%	65.1%	64.2%
	334	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	336	64.4%	70.7%	71.4%	65.3%	70.1%	57.5%	59.9%	69.4%	64.5%	68.5%	68.3%	66.6%	68.3%
	341	55.3%	64.4%	66.7%	67.1%	70.5%	71.0%	69.3%	73.1%	72.1%	73.5%	58.0%	68.8%	58.0%
	343	41.2%	40.0%	42.1%	39.9%	42.0%	49.8%	43.3%	39.5%	43.4%	45.6%	43.5%	50.6%	43.5%
	343X	66.8%	66.7%	71.7%	59.2%	70.0%	69.1%	74.8%	68.6%	69.6%	69.8%	66.5%	69.2%	66.5%
	345	44.3%	44.6%	43.2%	52.8%	44.8%	56.3%	56.8%	45.3%	52.3%	54.6%	55.3%	57.0%	55.3%
	346	39.6%	52.2%	73.2%	49.0%	46.0%	53.6%	59.1%	53.5%	63.6%	47.7%	32.9%	62.8%	32.9%
	347	41.4%	40.0%	55.4%	74.9%	70.0%	66.7%	76.4%	68.1%	66.1%	72.6%	57.0%	58.2%	57.0%
	348	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	349	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	350	52.7%	52.5%	50.4%	42.6%	32.9%	33.6%	42.0%	32.9%	44.0%	50.5%	49.6%	56.0%	49.6%
	354	63.4%	62.3%	68.9%	65.5%	67.2%	66.0%	74.5%	69.6%	65.7%	69.8%	64.1%	68.0%	64.1%
	355	55.6%	53.8%	59.9%	52.0%	53.5%	60.8%	57.1%	61.9%	64.0%	69.9%	68.1%	63.3%	68.1%
	362	68.0%	65.3%	82.4%	66.4%	81.4%	73.0%	85.0%	81.7%	84.3%	76.4%	73.9%	66.7%	73.9%
	365	95.6%	64.4%	87.8%	60.8%	73.1%	74.4%	70.3%	98.4%	52.2%	75.5%	73.6%	57.9%	73.6%
	366	80.0%	94.7%	60.0%	80.0%	60.0%	84.2%	69.2%	30.0%	89.5%	85.7%	100.0%	33.3%	100.0%
	370	55.9%	48.1%	48.9%	54.2%	60.0%	61.3%	62.2%	59.1%	59.8%	60.1%	54.3%	51.9%	54.3%
	371	46.5%	40.0%	No Data	No Data	60.0%	73.3%	47.1%	58.0%	60.0%	23.3%	40.0%	48.5%	40.0%
	372	58.3%	70.4%	49.5%	67.8%	73.0%	78.8%	70.3%	69.5%	82.2%	74.1%	75.7%	76.2%	75.7%
	373	89.5%	50.0%	33.3%	58.3%	No Data	83.3%	90.2%	79.2%	83.3%	48.1%	61.3%	65.9%	61.3%
	374	75.0%	No Data	No Data	No Data	No Data	85.2%	77.1%	75.9%	69.4%	68.8%	50.0%	59.3%	59.3%
	375	27.3%	No Data	No Data	14.3%	21.4%	14.3%	60.2%	34.8%	28.6%	32.1%	25.0%	44.7%	25.0%
	377	34.8%	43.9%	34.7%	34.0%	31.9%	25.8%	40.0%	38.4%	41.1%	34.7%	40.9%	53.1%	40.9%
	378	65.1%	51.6%	63.8%	62.8%	42.4%	26.4%	67.3%	55.4%	28.9%	70.5%	69.3%	35.4%	69.3%
	379	64.6%	55.8%	44.6%	55.7%	55.8%	58.8%	63.1%	55.0%	66.5%	55.4%	44.8%	51.3%	44.8%
	380	56.4%	53.6%	60.5%	25.4%	40.0%	34.4%	59.0%	63.8%	56.4%	55.1%	51.0%	72.1%	51.0%
	381	71.1%	66.7%	57.4%	80.3%	71.9%	78.3%	58.5%	43.9%	66.4%	68.4%	37.1%	62.8%	37.1%
	382	49.3%	49.3%	58.9%	65.5%	41.8%	56.5%	60.8%	52.3%	69.6%	48.2%	59.7%	51.9%	59.7%
	383	54.5%	68.1%	56.8%	73.6%	64.8%	62.5%	74.5%	48.3%	67.0%	56.8%	62.2%	54.2%	62.2%
	385	65.4%	75.4%	75.2%	56.4%	67.4%	81.0%	79.2%	66.1%	80.0%	83.3%	65.1%	82.8%	65.1%
	417	78.1%	65.2%	68.1%	77.9%	73.7%	88.8%	82.5%	73.1%	77.2%	82.4%	69.4%	68.8%	69.4%
	419	61.5%	48.2%	49.0%	46.6%	43.2%	51.8%	53.9%	50.7%	53.3%	55.4%	49.6%	54.8%	49.6%
	420	71.5%	75.6%	77.4%	76.1%	79.6%	76.8%	79.8%	76.0%	77.0%	81.3%	78.7%	83.0%	78.7%
	421	73.0%	74.1%	72.3%	79.3%	75.2%	74.4%	77.7%	76.0%	80.2%	84.6%	78.3%	78.4%	78.3%
	422	76.0%	79.4%	80.6%	77.7%	79.9%	81.3%	78.3%	76.1%	72.7%	79.8%	75.8%	76.9%	75.8%
	423	64.6%	69.3%	63.3%	69.7%	58.3%	51.7%	65.7%	67.4%	73.3%	69.3%	69.2%	68.1%	69.2%
	424	61.7%	60.9%	58.4%	59.2%	57.2%	61.3%	62.3%	62.3%	67.2%	66.6%	69.2%	66.4%	69.2%
	425	47.5%	53.2%	53.6%	62.0%	61.6%	65.7%	70.2%	73.3%	80.5%	73.4%	74.7%	71.7%	74.7%
	425A	61.6%	49.4%	56.4%	53.4%	73.2%	75.8%	71.0%	66.9%	66.9%	67.4%	53.6%	63.8%	53.6%
	429	64.1%	56.5%	54.2%	58.6%	62.7%	69.1%	51.9%	60.3%	67.0%	66.9%	64.6%	56.1%	64.6%
	434	55.9%	58.5%	51.2%	40.9%	66.0%	66.0%	74.6%	74.1%	66.4%	57.5%	61.6%	58.2%	61.6%
	440	57.2%	55.9%	54.2%	60.4%	56.0%	57.3%	57.2%	58.7%	56.2%	59.0%	59.2%	53.3%	59.2%
	442	52.4%	59.6%	41.9%	90.4%	86.5%	52.4%	72.8%	50.5%	65.0%	56.1%	46.3%	52.7%	46.3%
	443	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
	444	76.3%	73.3%	54.1%	72.2%	75.4%	79.0%	59.0%	59.0%	65.4%	70.2%	80.5%	71.4%	80.5%
	445	55.7%	59.9%	75.2%	65.6%	70.2%	72.2%	61.3%	61.1%	64.1%	56.3%	60.8%	59.4%	60.8%
	446	70.3%	67.6%	67.4%	66.4%	62.3%	72.2%	76.2%	75.7%	77.9%	73.7%	78.8%	75.8%	78.8%
447	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	
448	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	
450	64.1%	67.6%	68.8%	62.8%	51.5%	43.2%	56.0%	48.5%	61.7%	63.6%	65.1%	68.9%	65.1%	
451	67.4%	61.2%	68.5%	64.2%	73.7%	69.5%	71.7%	78.0%	70.0%	75.6%	68.3%	71.5%	68.3%	
454	73.5%	65.8%	65.3%	53.9%	66.0%	71.8%	81.7%	84.0%	82.7%	77.5%	88.0%	72.8%	88.0%	
455	75.0%	77.8%	75.4%	64.8%	70.3%	72.2%	48.4%	81.7%	66.2%	70.0%	67.9%	62.7%	67.9%	
456	54.9%	57.5%	57.1%	61.6%	57.8%	57.4%	60.9%	63.4%	63.4%	61.4%	61.3%	60.1%	61.3%	
457	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	
458	38.7%	38.5%	36.7%	37.3%	40.4%	43.7%	42.2%	39.4%	43.2%	44.2%	47.5%	46.5%	47.5%	
460	87.9%	79.8%	68.8%	85.7%	42.9%	70.5%	79.5%	50.0%	46.8%	68.1%	70.2%	70.7%	70.2%	
461	73.8%	82.9%	72.8%	81.0%	88.4%	77.9%	74.8%	75.7%	87.5%	84.7%	85.9%	77.1%	85.9%	
462	40.3%	35.2%	40.2%	41.7%	39.6%	49.2%	45.1%	43.0%	43.5%	48.2%	43.1%	44.7%	43.1%	
463	66.2%	57.9%	49.2%	63.8%	59.7%	61.5%	64.0%	60.5%	68.0%	60.5%	57.5%	53.2%	57.5%	
464	72.9%	77.1%	60.5%	78.7%	63.8%	64.1%	76.7%	66.7%	62.3%	100.0%	67.2%	67.4%	67.2%	
465	58.5%	68.7%	62.3%	71.7%	75.5%	74.6%	63.8%	55.6%	62.1%	81.6%	63.9%	66.7%	63.9%	
466	43.7%	38.7%	49.2%	51.7%	55.0%	61.6%	61.9%	63.0%	54.6%	60.9%	56.5%	57.8%	56.5%	
467	82.1%	87.5%	86.2%	63.6%	78.6%	56.3%	60.0%	77.8%	70.0%	77.8%	58.8%	93.9%	58.8%	
468	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	
469	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	
470	45.9%	54.9%	58.3%	70.0%	54.5%	59.8%	50.5%	76.5%	55.0%	70.0%	44.2%	55.9%	44.2%	
471	52.3%	61.8%	55.5%	54.7%	54.5%	62.0%	59.4%	56.5%	61.8%	66.1%	65.7%	70.8%	65.7%	
474	46.9%	40.7%	49.2%	45.2%	52.4%	43.5%	53.9%	45.7%	44.4%	60.0%	51.7%	48.3%	51.7%	
475	54.5%	47.7%	55.1%	53.5%	66.6%	66.4%	66.5%	69.2%	64.9%	63.6%	62.3%	57.2%	62.3%	
476	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	
479	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	
480	51.2%	49.3%	52.5%	56.6%	59.6%	59.5%	62.1%	60.6%	64.0%	59.2%	55.4%	60.4%	55.4%	
483	50.0%	68.6%	60.8%	81.1%	66.2%	73.9%	82.6%	53.6%	75.4%	73.2%	58.8%	74.6%	58.8%	
487	54.6%	58.1%	68.2%	68.3%	69.6%	67.2%	73.3%	66.2%	73.1%	71.9%	70.9%	71.9%	70.9%	
489	53.7%	49.4%	55.3%	80.2%	72.5%	42.3%	43.0%	38.6%	49.3%	61.7%	44.7%	43.1%	44.7%	
490	57.6%	62.6%	54.7%	64.6%	70.5%	60.8%	66.4%	59.7%	64.8%	66.7%	70.1%	63.6%	70.1%	
491	41.5%	46.0%	50.6%	59.4%	52.3%	56.6%	51.4%	51.6%	51.7%	53.7%	46.1%	49.1%	46.1%	
492	59.0%	63.6%	59.8%	65.1%	67.2%	61.4%	65.4%	61.9%	63.0%	66.2%	63.8%	67.8%	63.8%	
494	52.6%	50.1%	56.9%	64.2%	64.3%	74.5%	76.2%	68.1%	73.0%	77.2%	77.3%	72.3%	77.3%	
495	57.5%	46.8%	53.2%	25.3%	52.3%	58.8%	48.5%	52.3%	44.3%	49.5%	63.5%	64.1%	63.5%	

Note this data is raw - it measures percentage punctuality each four week period (P1 to P13) in each year measuring scheduled departure time for each stop against actual departure time as recorded by Automatic Vehicle Location equipment on board each bus, except the final stop where the arrival time is measured.

Punctuality is measured as % of times buses are at stop within -1 minutes and +5 minutes 59 seconds of scheduled time, observed at all stops along a route over each four week period.

The data measures punctuality only where both an actual observed time and a corresponding scheduled time is available for comparison purposes.

The data has not been adjusted for first and last stop time recording issues which can arise for example when a bus is recorded leaving first stop early because vehicles parked at first stop mean the bus needed to pull up after the first stop to allow passengers on board, or where bus is not recorded arriving on time at final stop because stop is occupied by another bus waiting to enter service. It is estimated that 5% of all recorded stopping times for journeys on the Bus Éireann PSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower punctuality than may actually be the case.

Routes now operated by Bus Éireann (Waterford City) are denoted by 'BÉW' in the table.

2022 PERCENTAGE PUNCTUALITY BY ROUTE - BUS ÉIREANN (see note on interpretation of this data at bottom of table)

Region	Route	2022													
		P13 (%)	P12 (%)	P11 (%)	P10 (%)	P9 (%)	P8 (%)	P7 (%)	P6 (%)	P5 (%)	P4 (%)	P3 (%)	P2 (%)	P1 (%)	
Dublin Commuter Region Route by Route	101	50.6	48.2	45.0	42.7	49.5	54.1	56.3	49.6	54.6	58.1	58.3	62.5	59.7	
	101X	60.0	72.9	46.7	44.6	69.7	70.8	70.8	64.9	67.3	63.6	72.0	57.3	63.8	
	103	58.0	52.7	56.8	56.2	64.2	69.8	66.5	64.5	64.4	68.7	66.8	69.3	71.5	
	103X	45.9	36.7	42.5	41.8	54.8	65.0	59.5	61.0	64.5	62.8	70.3	70.4	67.9	
	105	44.6	42.2	45.0	46.4	46.8	47.1	39.6	40.8	46.5	51.6	55.0	60.1	58.5	
	105X	54.6	62.7	61.9	55.0	61.7	71.9	64.8	63.9	61.8	67.3	72.5	74.3	64.3	
	107	53.1	81.8	77.4	81.1	78.5	68.2	75.1	80.0	83.2	80.5	80.2	72.9	69.8	
	108	63.9	74.2	72.0	71.6	84.1	83.0	70.3	74.0	67.8	73.3	74.0	72.8	73.8	
	109	56.7	57.0	62.0	54.7	62.4	73.2	65.8	64.4	66.3	72.5	68.0	71.4	74.2	
	109A	65.3	70.8	74.0	64.2	68.9	75.5	67.4	56.0	60.8	66.6	64.9	69.7	70.3	
	109B	49.7	46.5	51.9	54.1	64.1	69.1	65.2	68.4	65.9	71.7	66.9	69.4	70.0	
	109X	53.7	52.7	56.2	53.9	57.6	68.1	62.3	66.0	65.3	65.9	63.3	68.8	75.2	
	111	56.6	62.5	58.3	58.1	62.3	68.9	61.4	67.1	69.4	68.9	64.4	56.3	64.5	
	111A	68.1	70.9	75.5	77.7	78.9	75.9	79.9	76.0	78.5	75.9	71.5	78.2	72.1	
	111X	47.3	41.5	37.8	46.9	67.3	74.7	60.4	60.8	50.2	67.4	61.2	60.4	68.4	
	115	40.8	35.7	38.5	38.5	47.0	52.6	50.9	48.1	43.1	50.5	46.2	48.2	62.3	
	115C	68.2	75.6	74.2	76.7	81.0	79.0	82.7	81.9	70.9	74.6	71.7	75.5	73.8	
	132	61.5	62.7	66.6	70.0	73.3	80.1	78.4	68.6	70.9	74.3	68.0	69.6	78.8	
	133	57.8	54.9	58.2	57.5	58.3	63.6	59.4	62.1	59.7	64.0	67.8	68.9	73.3	
	133X	51.7	32.4	40.1	43.2	65.7	75.3	72.1	63.4	58.0	61.9	61.6	64.1	69.7	
	133B	34.9	29.7	43.7	42.3	43.2	37.7	9.8	52.1	26.5	39.2	28.8	32.3	49.9	
	133L	53.6	39.5	49.9	55.1	51.1	47.4	49.2	55.3	55.9	55.7	50.7	48.8	57.7	
	NX	61.9	63.8	67.9	57.5	65.3	75.2	73.3	68.8	68.3	75.1	74.0	73.5	76.0	
	Cork Urban Region Route by Route	201	43.5	34.5	38.6	35.5	64.4	65.8	68.8	59.6	55.3	58.8	63.2	60.8	54.5
		202A	68.9	68.2	70.4	73.3	71.5	71.3	74.7	72.3	69.3	70.5	73.0	75.0	77.9
		203	55.9	57.0	62.9	65.6	71.6	71.0	73.6	68.9	65.0	69.0	69.7	71.1	71.3
207		57.1	55.0	53.8	58.3	65.5	74.2	76.4	70.0	69.7	74.7	74.8	75.9	74.4	
207A		68.2	67.6	74.5	76.7	71.1	75.4	72.7	72.9	73.6	69.9	74.0	70.5	70.3	
209		52.1	57.4	61.5	59.3	66.6	71.5	65.1	64.8	60.6	69.4	73.7	65.7	68.7	
209A		61.6	59.4	69.3	67.9	80.6	82.0	85.4	81.7	72.2	76.8	84.6	85.1	75.5	
212		72.9	67.0	71.5	72.3	68.5	76.3	71.1	64.4	62.0	66.3	65.0	61.7	71.5	
213		71.7	69.2	70.0	75.3	79.7	79.0	82.1	79.7	79.4	79.4	83.2	83.4	85.4	
214		60.4	57.4	56.5	60.1	66.4	75.9	76.3	66.6	64.9	64.0	63.0	67.3	69.0	
215		53.8	54.6	53.2	56.8	62.2	66.1	70.3	65.0	63.6	70.7	68.7	65.5	69.7	
215A		74.4	75.7	72.6	76.9	80.6	84.4	85.3	83.0	79.9	84.6	87.2	86.7	82.8	
216		53.6	55.2	55.5	54.9	58.6	68.3	67.1	62.0	62.1	66.2	65.4	67.8	65.5	
219		40.4	42.4	52.9	48.9	56.3	58.5	58.5	54.7	58.4	59.6	56.9	56.9	49.3	
220		56.1	51.9	52.5	52.3	44.4	50.8	50.6	48.5	46.1	52.2	47.3	51.2	59.3	
220X		50.5	48.8	52.3	51.9	55.5	61.5	62.7	60.6	59.3	68.0	63.4	69.0	71.9	
223		58.3	59.5	61.6	60.0	63.9	64.0	67.0	68.2	68.1	71.7	68.8	67.3	61.2	
223X		76.5	79.8	81.5	84.2	77.5	78.2	76.3	76.9	84.1	74.9	63.3	60.6	58.9	
225L		82.9	58.9	75.1	74.6	71.4	76.8	74.6	75.1	74.1	80.4	79.0	85.0	81.4	
225		51.9	51.5	55.5	53.9	47.0	51.9	54.0	50.4	55.1	59.4	57.8	56.6	58.1	
226X		33.3	37.5	32.5	53.9	77.8	88.5	86.2	82.7	86.4	82.8	89.3	78.5	72.1	
Limerick Urban Region Route by Route		301	57.9	56.6	58.5	58.1	64.8	68.3	67.9	66.6	63.1	66.2	65.0	68.7	66.6
		302	68.2	58.2	52.9	56.8	70.8	78.2	75.1	74.0	76.5	74.6	69.0	76.6	70.9
		303	59.4	56.6	56.2	62.4	63.8	66.4	69.6	68.8	65.9	70.3	71.0	71.9	69.9
		304A	50.9	45.7	45.9	47.5	56.4	67.0	63.9	65.6	60.9	60.9	64.5	66.8	64.0
		304X	91.0	86.6	82.6	91.5	85.1	86.1	81.6	84.1	82.2	77.5	70.1	92.3	81.1
	305	54.3	58.0	52.1	67.2	55.8	61.5	52.6	51.7	45.2	48.9	63.8	71.6	74.9	
	305A	77.0	80.2	73.6	86.4	82.4	88.9	81.6	78.9	77.3	83.0	89.7	90.0	88.8	
	306	60.3	60.7	50.6	59.4	72.5	70.6	75.4	74.6	71.8	70.2	73.2	70.4	71.1	
	313	69.1	72.3	73.8	74.3	74.6	79.3	83.2	80.8	77.1	70.1	79.7	80.8	74.7	
	401	66.7	66.3	69.4	69.8	66.0	63.7	70.2	72.9	73.0	75.7	74.5	80.1	77.9	
Galway Urban Region Route by Route	402	70.2	71.5	73.9	69.8	71.3	73.7	80.7	79.5	77.6	80.2	81.3	83.0	80.7	
	404	61.3	59.3	62.0	61.1	66.8	67.4	72.8	73.8	72.7	74.9	75.8	78.4	79.0	
	405	66.0	63.8	66.2	69.2	68.7	71.7	75.7	73.4	74.9	75.3	79.4	79.9	78.3	
	407	64.3	68.1	66.3	66.4	67.1	68.3	70.4	69.7	71.2	76.8	77.7	80.4	81.5	
	A1	54.3	55.8	60.3	73.8	79.0	80.9	83.4	80.7	80.0	82.1	81.3	84.4	82.5	
	A2	62.0	66.4	51.2	45.2	55.3	62.2	62.4	60.1	54.9	61.8	59.3	65.2	66.9	
	D1	74.3	69.5	72.2	74.2	73.6	68.8	75.6	73.7	76.6	81.9	80.1	81.5	80.9	
	D2	78.3	77.1	78.4	77.7	77.5	76.4	78.6	76.4	77.7	81.6	80.4	81.4	80.9	
Town Services Route by Route	D4	68.8	70.5	69.0	71.3	74.3	75.8	75.0	75.1	75.1	77.6	76.7	78.4	76.9	
	D5	65.5	64.8	60.2	64.7	72.8	74.8	75.3	71.2	70.8	73.0	77.5	77.7	72.6	
	173	47.3	46.0	44.7	49.5	50.7	61.4	57.1	52.8	49.7	59.7	66.5	62.8	58.7	
	S1	65.6	59.7	61.4	60.5	68.3	68.3	75.2	75.7	64.1	68.7	68.7	66.9	72.5	
	S2	51.3	49.7	48.5	41.8	51.4	46.1	54.8	58.8	57.3	70.7	68.8	69.0	71.7	
	174	48.6	40.1	47.6	50.1	58.9	71.0	68.3	60.4	55.0	66.4	66.0	69.8	79.8	
	174A	46.2	50.1	51.8	53.4	61.4	77.3	76.3	71.1	61.9	76.7	60.5	70.0	76.5	
	174B	44.6	47.7	48.9	50.7	58.5	74.1	71.0	70.7	60.7	76.3	58.8	68.2	75.8	
	B1	56.4	61.3	62.2	66.6	74.1	78.0	81.4	73.9	71.2	77.0	71.4	71.7	74.6	
	N1	66.1	68.7	70.2	64.7	69.9	73.6	71.6	70.0	66.7	74.1	70.9	74.6	74.3	
	N2	62.5	66.6	66.6	62.3	66.5	70.8	68.2	67.8	63.1	68.9	68.7	69.8	69.1	
	360	59.2	57.7	58.7	59.2	63.0	58.9	63.7	57.6	64.4	67.6	67.4	69.3	60.3	
	360A	32.2	26.9	32.5	25.5	38.4	39.8	46.0	39.9	40.9	43.0	41.7	41.1	50.2	

65	55.8	58.9	57.1	53.3	64.8	68.8	67.0	64.0	65.2	75.3	68.0	69.4	72.4
70	68.8	79.2	65.1	68.7	85.3	78.6	77.6	75.6	82.3	82.2	79.8	72.9	73.4
72	43.0	52.3	54.9	45.1	25.8	36.4	35.4	34.2	32.1	34.6	28.3	29.2	33.3
73	52.9	63.2	67.7	57.7	58.0	49.0	60.4	60.8	62.3	63.5	59.5	55.7	64.5
100	38.8	40.1	43.1	44.2	54.6	59.4	56.6	54.1	53.7	60.0	55.9	58.6	65.3
134	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
135	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
136	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
160	56.5	71.3	62.1	74.2	72.1	70.0	70.3	74.4	76.3	80.1	77.4	74.4	75.3
161	50.7	59.3	60.3	67.3	67.2	62.5	67.4	71.2	69.9	73.4	71.3	72.1	76.6
162	77.8	76.0	69.9	61.8	97.0	92.7	95.9	85.9	93.1	91.3	84.7	56.7	50.7
163	70.5	74.0	72.5	68.2	78.3	69.8	64.5	77.2	81.0	73.4	85.7	82.7	66.7
168	56.9	58.8	60.5	58.5	63.9	68.4	67.0	65.6	65.4	66.3	66.8	66.3	75.6
166	73.1	76.8	82.6	78.3	80.5	75.1	74.3	83.8	83.9	82.6	79.9	75.7	70.3
167	58.7	66.3	66.9	79.2	76.5	76.2	76.1	79.7	75.5	77.6	75.0	74.7	76.2
175	62.5	60.6	63.6	71.6	72.4	78.5	74.7	69.4	72.1	78.6	70.1	75.6	76.6
175A	72.5	74.6	72.4	70.9	93.2	94.3	95.6	85.3	74.4	92.9	87.9	81.0	81.6
182	51.1	59.8	54.6	65.3	64.6	71.4	70.9	70.0	75.1	71.3	74.6	75.0	77.8
182A	59.2	66.6	70.8	73.0	80.7	74.8	81.1	78.9	77.0	77.7	76.4	77.5	72.7
187	61.7	71.7	69.4	70.8	80.2	70.7	70.1	68.8	68.2	70.7	76.0	76.3	59.8
190	46.3	48.1	49.8	45.6	48.7	54.2	54.3	55.4	55.8	58.0	58.0	56.7	65.4
233	56.0	40.7	43.8	36.9	53.0	62.6	59.8	60.0	53.2	59.9	53.5	61.3	61.3
235	59.3	47.3	41.6	41.1	66.0	86.1	82.7	74.2	61.8	79.8	59.2	51.9	64.4
236	62.0	62.7	57.7	45.9	52.9	57.3	55.3	60.8	63.0	68.5	63.6	64.3	65.3
237	57.1	56.5	56.3	53.4	65.2	61.2	68.1	69.5	68.2	68.3	66.5	71.1	60.0
239	64.1	63.2	59.1	55.7	69.6	79.8	74.5	75.1	70.3	71.3	70.8	75.5	68.5
240	64.8	61.1	62.4	66.9	68.3	68.6	72.8	69.0	65.8	67.5	71.2	71.0	72.0
241	52.5	57.7	52.7	56.0	64.6	57.3	59.5	56.4	52.3	48.2	58.6	60.1	62.5
243	70.8	74.1	68.1	69.7	77.8	77.1	76.0	77.2	81.1	72.1	68.6	66.8	67.5
245	52.5	49.4	50.6	52.3	56.4	57.8	61.4	60.0	56.8	55.3	54.1	50.4	50.6
248	62.2	65.4	60.3	54.0	54.0	58.0	70.8	69.0	59.8	61.9	55.8	51.1	56.2
252	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	39.5	42.7	43.2	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)
257	53.5	85.3	75.7	85.6	77.4	90.3	82.6	65.4	66.0	81.0	87.3	69.2	68.0
258	59.4	61.7	66.3	62.2	67.7	45.8	70.4	68.3	62.2	67.8	58.3	66.9	64.9
259	83.3	65.2	84.4	66.7	76.2	66.7	65.5	69.0	75.5	79.4	66.7	72.2	58.1
260	60.2	62.7	64.0	63.5	63.1	63.0	66.4	66.3	65.1	64.7	69.3	69.4	69.6
261	48.9	50.6	48.8	55.7	55.1	55.6	61.5	56.7	49.0	56.8	65.0	68.0	68.0
270	59.2	63.4	64.3	65.9	75.4	73.1	77.4	62.7	81.4	76.7	74.4	76.1	79.7
271	61.7	70.5	70.5	60.9	69.7	60.0	68.5	65.0	71.4	71.8	68.1	69.6	76.2
272	64.6	76.5	74.4	65.8	63.2	68.2	78.9	79.0	81.7	86.3	81.6	80.2	81.4
273	32.3	59.6	55.7	46.7	55.7	45.8	57.9	58.8	56.2	76.0	58.4	65.7	67.5
274	77.1	79.9	72.4	89.9	81.5	78.3	80.1	77.9	88.4	74.6	81.6	85.8	81.4
275	70.6	73.7	73.9	70.4	65.6	59.9	67.5	73.7	67.1	69.9	71.1	72.8	76.8
278	76.0	70.0	86.5	81.0	87.5	97.0	85.7	83.0	75.0	80.8	82.5	79.2	85.5
279	66.2	71.5	75.8	74.1	78.1	70.7	74.9	72.8	78.0	74.8	79.8	73.5	82.2
279A	68.1	73.7	78.9	74.9	66.4	55.5	66.5	71.8	73.6	68.0	76.9	77.6	81.3
280	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	53.2	46.3	62.4	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)	No Data (seasonal)
282	No Data	No Data	No Data	No Data	56.7	62.2	72.6	No Data	No Data	No Data	No Data	No Data	No Data
284	54.5	57.5	67.0	52.0	78.4	69.3	75.1	80.6	85.3	78.1	87.9	72.8	67.2
314	61.1	64.3	61.4	61.5	64.2	55.0	60.9	69.3	70.8	66.4	68.6	76.3	72.7
320	60.4	67.0	65.4	70.4	73.7	68.4	72.8	75.0	71.3	74.0	69.2	69.8	60.9
321	30.9	44.0	57.3	52.4	70.1	60.4	65.4	81.8	70.0	72.0	63.0	69.5	78.4
322	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
323	51.6	51.7	51.1	52.5	51.9	58.5	58.0	58.8	56.9	60.2	59.4	61.5	65.5
323X	67.4	62.7	57.8	55.9	85.1	94.0	81.8	84.7	88.4	82.9	63.9	75.4	68.0
324	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
328	58.9	59.5	72.0	78.5	73.4	72.6	72.5	77.9	78.8	77.9	80.1	76.7	45.2
329	69.8	73.0	71.6	71.4	63.1	65.2	69.7	72.3	68.6	71.6	69.1	68.3	55.2
332	57.4	51.5	52.6	53.1	61.7	44.8	47.1	56.0	64.6	53.5	57.8	65.9	43.8
333	54.2	60.1	61.2	62.0	63.6	55.9	57.2	61.7	62.9	61.5	65.5	60.5	62.1
334	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
336	55.3	68.3	66.3	68.8	63.9	66.4	66.9	66.3	68.6	69.8	65.0	64.9	64.7
341	63.9	61.0	68.1	66.2	69.8	71.4	76.7	80.0	70.6	65.3	69.1	67.8	64.8
343	44.6	41.1	44.3	42.7	50.8	52.9	52.2	51.8	51.6	54.7	60.4	63.6	61.0
343X	58.8	65.4	70.3	68.4	68.1	68.8	72.0	61.6	63.4	65.5	52.8	56.0	52.5
345	48.8	50.1	55.6	52.3	61.1	61.5	69.9	62.0	59.1	62.1	61.4	67.3	69.5
346	62.7	45.3	53.4	61.6	63.8	72.5	64.1	63.6	65.7	59.7	76.5	49.2	60.1
347	55.8	60.4	66.2	66.2	72.4	68.2	72.4	74.5	80.0	73.6	69.4	76.5	70.5
348	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
349	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
350	46.0	52.9	52.3	47.8	43.8	31.1	38.1	36.6	40.5	42.1	50.4	53.4	59.9
355	62.7	64.6	64.6	68.9	69.4	71.4	70.8	72.6	72.9	74.8	72.1	79.5	75.9
362	59.8	44.7	59.0	66.1	69.9	81.0	74.8	68.9	66.3	62.6	67.8	73.6	80.7
365	66.3	67.0	64.4	59.8	64.4	77.5	77.0	71.4	77.7	74.8	90.6	82.1	84.3
366	73.3	61.5	26.7	92.9	92.9	77.8	38.9	65.2	70.0	75.0	78.3	70.0	83.3
370	45.9	44.9	51.3	51.0	59.5	60.0	58.9	63.0	55.1	53.5	51.9	51.4	51.2
371	62.3	58.9	61.4	77.1	68.8	77.1	60.4	68.3	61.4	85.7	85.0	67.1	69.6
372	62.9	69.4	68.6	67.4	68.6	75.3	71.8	73.5	73.1	76.6	79.4	74.2	57.6
373	88.5	61.1	71.4	56.8	72.1	85.4	68.0	66.7	61.3	78.0	57.9	14.6	52.2
374	86.1	95.8	63.8	70.6	80.9	73.1	90.6	73.1	88.5	100.0	84.6	72.9	48.6
375	79.5	72.3	69.6	56.3	64.3	71.4	84.6	63.5	91.0	87.5	83.0	75.0	61.6
377	45.7	40.3	48.0	39.5	41.2	48.6	42.6	38.3	46.0	58.3	59.0	45.3	55.1
378	59.0	64.9	75.5	74.0	71.6	59.0	58.4	56.3	62.1	52.6	57.5	58.9	62.7
379	57.7	57.9	56.1	57.1	64.0	59.0	63.6	67.6	65.5	59.7	68.0	59.7	63.9
380	68.0	60.0	45.8	66.2	57.4	68.6	69.1	65.2	70.9	55.9	51.0	66.7	61.4
381	68.3	61.6	74.3	62.9	69.0	66.3	71.6	75.4	49.4	61.1	59.6	52.1	56.0
382	46.4	69.7	57.1	53.6	60.5	59.3	62.1	71.1	53.5	60.5	57.1	58.5	46.1
383	73.4	76.7	78.2	61.2	60.4	64.1	48.2	77.1	45.4	61.2	61.8	51.4	51.7
385	82.4	72.4	70.0	78.4	72.5	82.9	81.7	65.5	64.2	48.7	53.0	41.7	62.1
417	68.7	65.2	70.0	77.3	80.7	80.0	90.9	81.3	86.3	84.3	70.3	53.9	57.1
419	46.9	49.1	47.8	53.1	52.7	55.6	66.0	60.4	62.3	60.0	62.4	57.9	59.4
420	69.0	73.0	72.7	77.8	84.2	73.1	70.2	66.3	68.6	75.2	67.8	62.5	59.5
421	66.1	73.3	75.7	81.4	80.2	77.2	80.7	76.9	80.0	78.6	78.0	73.9	75.3
422	64.6	77.0	77.0	76.8	75.3	76.1	75.0	71.6	76.3	82.3	81.1	77.0	75.5
423	66.4	68.0	66.5	70.3	70.5	60.6	72.8	65.6	69.8	75.6	77.8	73.5	76.2
424	61.0	64.9	63.0	65.5	59.5	58.2	61.8	63.4	58.2	59.5	59.3	62.3	63.7
425	58.0	67.2	79.3	79.9	75.8	77.7	86.1	75.7	84.1	75.5	80.9	67.9	72.3
429	65.1	68.3	77.4	72.9	32.4	22.5	31.9	2					

Note this data is raw - it measures percentage punctuality each four week period (P1 to P13) in each year measuring scheduled departure time for each stop against actual departure time as recorded by Automatic Vehicle Location equipment on board each bus, except the final stop where the arrival time is measured.

Punctuality is measured as % of times buses are at stop within -1 minutes and +5 minutes 59 seconds of scheduled time, observed at all stops along a route over each four week period.

The data measures punctuality only where both an actual observed time and a corresponding scheduled time is available for comparison purposes.

The data has not been adjusted for first and last stop time recording issues which can arise for example when a bus is recorded leaving first stop early because vehicles parked at first stop mean the bus needed to pull up after the first stop to allow passengers on board, or where bus is not recorded arriving on time at final stop because stop is occupied by another bus waiting to enter service. It is estimated that 5% of all recorded stopping times for journeys on the Bus Éireann PSO network are recorded at first or last stops, and therefore prone to this error, resulting in lower punctuality than may actually be the case.

Routes now operated by Bus Éireann (Waterford City) are denoted by 'BÉW' in the table.

Bus Éireann Punctuality Data - High Frequency Routes 2024



HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)														
2024														
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	304								1.63	2.14	1.17	2.03	2.40	1.07
B	208								5.52	4.60	4.53	5.28	4.27	3.40
C	202								5.95	5.88	5.98	3.39	3.59	3.20
	205								3.03	2.40	1.49	2.35	2.44	2.40
	409								2.65	4.35	2.52	1.95	1.99	1.83
D	206								4.83	2.24	3.37	1.95	1.68	1.67

High Frequency Punctuality routes are measured by the Average Excess Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEPWT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running “on time”.

Bus Éireann Punctuality Data - High Frequency Routes 2023



HIGH FREQUENCY PUNCTUALITY BY ROUTE- BUS ÉIREANN (see note on interpretation of this data at bottom of table)														
2023														
Category	Route	P13	P12	P11	P10	P9	P8	P7	P6	P5	P4	P3	P2	P1
A	304	2.51	2.11	2.57	2.45	1.86	1.46	1.57	1.97	1.63	1.54	1.84	2.31	2.43
B	208	5.77	4.38	5.02	2.69	2.19	2.75	2.31	1.99	1.70	1.42	1.69	1.55	1.48
C	202	5.18	6.14	7.63	3.74	3.99	4.73	3.61	3.67	2.88	2.94	2.11	2.01	1.91
	205	3.45	2.97	3.56	2.06	0.97	1.25	1.81	0.92	0.87	0.67	0.95	1.05	0.73
	409	3.87	2.33	1.97	2.27	2.49	2.06	2.16	2.46	2.01	1.36	1.65	1.19	1.20
D	206	3.19	2.77	2.36	1.57	1.47	0.67	0.99	1.13	0.87	0.81	1.05	0.83	0.93

High Frequency Punctuality routes are measured by the Average Excess Passenger Wait Time (AEPWT). All units in the table above are in minutes.

This metric provides a measure of the average time in minutes a passenger must wait for the next high frequency bus, in excess of the wait time which would be expected as per the schedule for that route – i.e. if you are a passenger who arrives at a stop for a high frequency bus route without checking the schedule, the AEPWT will calculate how much longer you have to wait for the next bus, in comparison to a baseline situation where all buses are running “on time”.